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President's Message Dan Pawling

Greetings to all.

The Old Colony Train Show on September 27th is coming up real soon and I am hopeful that you all come & visit us there. This show has a limited space for modules but that doesn't mean you shouldn't come. This will be an in line layout with the two end loop modules and straight modules with mountain line, this means we will have a two track operation. The green mountain line will be joined to the yellow line. The blue & red line will run as one. Please try to plan your visit so that it overlaps the beginning or end of the show so you can help make the work go quickly.

The Pepperell Siding show is on the 4th of October & Mike Walker has sent out reminder emails let him know whether you are coming or not to the show. Please help Mike out by letting him know your plan even if you just helping out.

Additional Officer Assignments: Mike Walker Will be the VP/Coordinator & voice of the NH division of NE Ntrak. Steve Cappers will be the VP/Coordinator, voice of MaiNe Trak & go to contact.

Projects Report: Camera Train Project Progress report from Pete Wisniewski. There is no longer a need for a monitor. Pete has found a brand new 17" flat screen LCD monitor. He also has found a video-to-VGA converter. So the club will now have a nice (and compact) display to use at the shows which is capable of displaying any type of video signals. At this point Peteski has most of the items needed to construct the train camera locomotive. Pete is planning on finding a carrying case to contain all the parts for transporting it between shows. He will be working on this project in the fall.

Mark Ferracane has made progress on the Digitrax UR-92 receiver & and throttle DT-400R's conversion/upgrade to a DT-402D. Mark has purchased the UR-92 receiver which works in conjunction with the existing receiver. The advantage is that you don't have to plug in to consist or change address to different locomotives. Mark sent his two of his DT-400R's to Digitrax for an upgrade/conversion to the DT-402D's. The turnaround time is 30 days. When Mark gets them back he will loan the club his throttles until the clubs units come back from Digitrax.

Rail Happenings to know about:

Model Railroad Open House: Presented by Worcester Model Railroaders Inc. Sunday 10AM to 3PM September 20th, 2009 137 Schofield Avenue, Dudley MA at Stevens Linen Complex Huge HO scale layout 40' x 50' Scenery in progress ,DCC Anyone interested in meeting here at 10 followed by lunch somewhere. We could try to make it to the Charlton show in the

afternoon. Email Dan dfppjg@rcn.com

CHARLTON, MA Sept. 20: The Providence & Worcester Railfan Club & Museum, Inc., 2009 Annual Train Show at Overlook Hotel & Reception Room, 88 Masonic Home Rd., Charlton from 10:00 a.m. to 3:00 p.m. Adm: \$4.00, under 12 free. Info.: Ed Deluca, ejdeluca@snet.net.

Oct. 3: Maine Trak Model Railroad Club presents Portland Model Railway and Hobby Show at East End Community School, 195 North St., Portland from 10:00 a.m. to 4:00 p.m. Adm.: \$4.00, under 10 Free. Info.: Robert Selberg at RSELBERG@Southportland.org

NVNtrak Mourns the Passing of Matt Schaefer

NE Ntrak would like to add its deep regret to Matt Schaefer's family and all the members of the NVNtrak. Matt was a very well respected member of Ntrak and was there to help members of his own club or any other club. He was a major force behind the regional train shows run by NVNtrak in which many members of NE Ntrak have attended.

This is just some of what Dave Freshwater, President, NVNtrak had this to say about Matt.

"Having shown everyone that Ntrak layouts could be more than rectangular, Matt's next innovatiion meant that layout could do more than just outline the perimeter of a space. With the junction module design, many more modules could fit within the same floor space. Every large layout over the past 13 years owes something to Matt.

Matt has a role in adapting **AristoCraft** throttles, designed for garden railroads, to **NTRAK**, so that one could follow trains around our layouts. He surely served as an inspiration for the development of **oNeTRAK**. And he was a driving force in the **uNconvention** layout in 1999, where we provided helper service to **RANTRAK** and adapted **NTRAK, OnEtrak, Bendtrak**, and maybe a few other module standards into that single layout."

Matt will be missed by many.

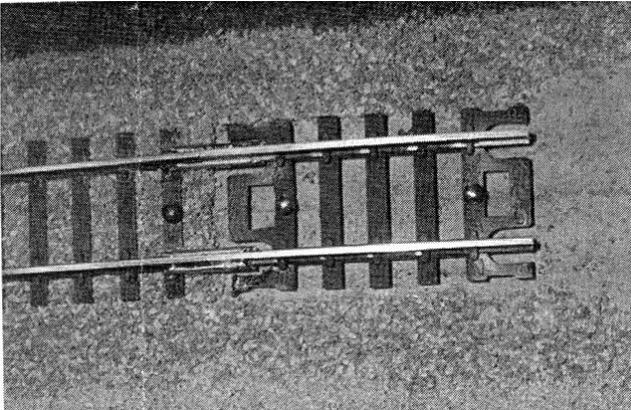
Address change: Mark Ferracane, 20 North Central Street Unit 5, Peabody, MA 01960

Module Track Repair by Jim Davie Northern Virginia Ntrak

I found that repairing damage to module track ends was relatively simple when a one-quarter or one-half section of straight track had been used to terminate each end of the tracks. It was a lot simpler than repairs to track on club modules.

When I was thinking about building modules, several club members recommended installing a one-quarter or one-half section of straight track on both ends of the module tracks. The straight track has the advantage of being stronger than flex track and can be easily replaced. The disadvantage is two extra joints in the modules track work. I ended up installing sections of straight track on all four of my modules.

Track on show modules need to be more robust than that on a home layout. The frequent handling subjects the track to damage, particularly at the ends. Installing and removing connecting track generates stress on the rails. Put a module in enough shows and you will eventually get track damage.



For example, at a show this spring, we needed to move the setup, just a little, after connecting track had been installed. A clamp slipped resulting in a big bend in one of the rails on a corner module. I found the repair was relatively simple, only taking about 30 minutes.

First, the cleats on the ties that hold the rail in place were cut. Next, a soldering iron was applied to the far end of each rail joiner while pulling on the rail with a pair of pliers. Each damaged rail and joiner came off together. A few drops of water were added to soften the ballast and the old ties pulled up. Finally, excess ballast was scraped away.

The new section of one-quarter track was installed, soldered in place, and then nailed down. By solder first, you can adjust the rails to be at exactly the same height. The picture shows the new section installed and ready for ballast.

If you are building a module, I would recommend a quarter-section of straight track on corners, which also meets the four inch straight requirement. On POFFs a half-section of straight track is easier to align.

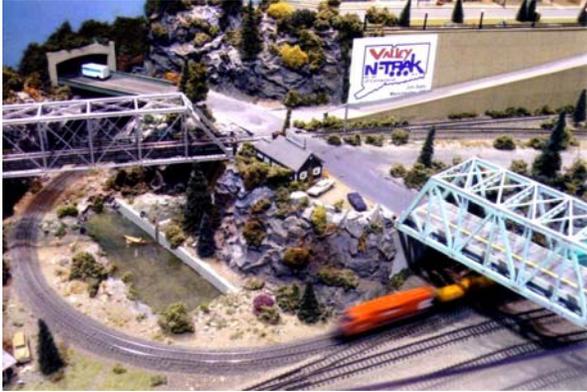
Reunion at the Hartford CT NMRA Convention By D. Pawling, Sr.

I Amtrak'd from NYC to Hartford on Saturday July 12, 2009 to see the convention exhibits, especially the NTrak layout. There are always a great bunch of folks when NTraker's gather. Entering the hall, I immediately spotted Paul Bennett (BrooklynNT) who directed me to the layout. Roland Kelley urged me to take some pictures and here are some random ones of NTrakers and modules: Roland with Bill Pontin (ValleyNT); Roland drawing an ever present crowd to his carnival scenes with Bob Gatland's Bridge module next to it; Arthur Frankforter setting up a train and that train running out onto the Blue Line;

The three modules involved in Art's train launch were built by Bill Pontin: a 16 foot interior yard perpendicular to the main lines, and right and left junctions totaling 10 feet . The Mountain Line simulates the New Haven RR built viaduct that runs west from the Bridgeport CT station. SCHMIDT'S BEER was one of seven highly detailed modules brought by Alan Schappel (Philly NT). I was able to catch the blur of the Valley Flyer on a corner of Jim Dahl's module. I was happy to chat with Paul Bennett and Ralph Decker (Brooklyn NT); Jim Dahl and Dick Green (ValleyNT); Harry Smith (Salt City NT) and Ken Harstine (NENT). Mike Walker visited the show briefly. My apologies to those not named, met or in pictures. Your work, efforts and collaboration contributed to a very large layout and to the enjoyment of the many visitors to the show. Congratulations to you all!!!

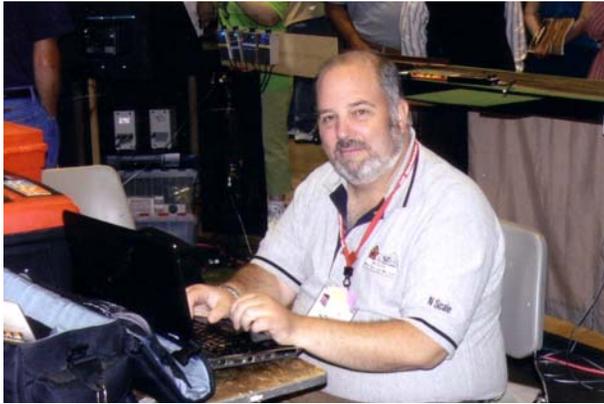
I toured the rest of the show rather quickly. The major industries were well represented and had interesting displays. I did think the vendors were constrained to some degree -MSRP seemed to be the rule, although I only glanced and did not shop. I returned to the station for the 6 PM train. Up on the platform were about 30 people with shopping bags from the show. Some boarded the northbound train. Among those waiting for the southbound was Dan Morris (Central NJ) and his wife. We shared seats down to

**More Pictures from NMRA
in Hartford
by Dan Pawling Sr.**

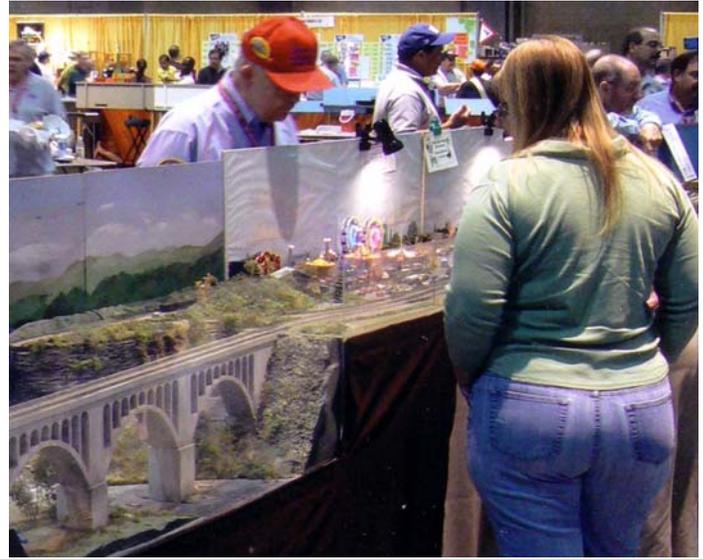


Jim Dahl's module (Valley Ntrak).

New Haven where we changed for the NYC train. They headed for the coaches and I to the cafe car for snacks and iced tea. There I made a pleasing discovery. Sacrificing the comfort of the high-backed coach seats for the low ones, I sat facing forward. Wow! I could see clearly both sides of the tracks through the three sets of windows with only minor movement of my head from side to side!!! Better than the cupola of a caboose and I could get up easily and refresh the snacks! All-in-all, a great reunion with NTrak people, a good show, good travel and interesting experiences - a day well spent.



Mark Ferracane at his computer working on his comments about the show for the National Ntrak Newsletter.



Roland Kelley's Carnival module always had many visitors. Next to it is Bob Garland's concrete arch bridge which was also a big attraction.



One of several highly detailed urban modules built by Alan Schappell (Philadelphia Ntrak).



(above) Roland Kelley (NE Ntrak)(left) and Bill Poutin (Valley Ntrak) (right). Picture (right above) Arthur Frankforter (Valley Ntrak) setting up a long freight on Bill Poutin's yard.

My Ride on the Alaska Railroad
by Roland Kelley



Our train arriving from Fairbanks. We boarded in Denali and headed for Anchorage.

In August my sister and I took a tour of Alaska. We found out one of the highlights of the trip was a ride on the Alaska Railroad. We took it from Denali to Anchorage. It was a fun trip and you get to see the mountains all along the way.

The Alaska Railroad (ARR) is a class II railroad which extends from Seward and Whittier, in the south of the state of Alaska to Fairbanks (passing through Anchorage), and to Eielson Air Force Base and Fort Wainwright in the interior of the state. It carries both freight and passengers throughout its system. The railroad mainline is over 470 miles long and is well over 500 miles including branch lines and sidings. It is owned by the state of Alaska. It is connected to the lower 48 via three rail barges that sail between the Port of Whittier and Harbor Island in Seattle. They do not have a fixed land connection with any other railroad lines on the North American network.



These are two of the GoldStar Dome Service cars.

The Alaska Railroad runs two primary passenger services during the summer season. On the rail north of Anchorage, the Denali Star operates daily between Fairbanks, Denali, Talkeetna and



Anchorage. They operate one train in each direction between Anchorage and Fairbanks. To the south, the Coastal Classic operates daily between Anchorage and Seward. In the winter they offer weekend service between Anchorage and Fairbanks.

The train between Fairbanks and Anchorage has three types of service. First is what they call Alaska Railroad Standard Service (Adventure Class). These are standard passenger cars from the 50's. They are comfortable single level cars. There is a separate dining car as well as a dome car which is shared on a rotating basis.

Then they have GoldStar Dome Railcars. They were put in service several years ago. These two level railcars are operated by the Alaska Railroad. The cars were custom built for this run, and feature large dome windows, fine dining service and an informative tour guide. Seating is in the upper level dome car.

The third are Private Dome Railcars operated by the cruise companies. These railcars are classically restored full dome "Budd Cars" from the 1950's. The train had 6 of these cars. Three each from Holland America and Princes.



(Left) Standard Service car (Adventure Class) this is the car I rode in.



(Left) This is one of the Private Dome Cars these were for Holland America Lines customers.

Denali, Alaska

2009-2010 NENtrak SHOW PARTICIPATION SCHEDULE

Sept 27, 2009 Old Colony Model Railroad Club, Holiday Inn, Taunton, MA

Holiday Inn, 700 Myles Standish Blvd, Taunton, MA
(Exit 9 off I-495 onto Bay St, go south to first right which is Myles Standish)

Set up 7:00am - Show 10am to 3pm
Coordinator: John Dunne - 508-697-7635

October 4, 2009 Pepperell Siding Model Railroad Club Varnum Brook Elementary School, Pepperell, MA

Set up 7:00am - Show 10am to 4pm
Coordinator: Mike Walker - 603-426-8620
Asst Coordinator: Peter Mathews - 508-574-1684

November 8, 2009 Bedford Boomers, McKelvie Middle School, Bedford, NH

Set up 8am - Show 10am to 4pm
Coordinator: Ron Wood - 603-209-5572
Web Site: www.boomers-rr.com

November 21&22rd 2009 Great Train Expo, Shriners Auditorium, Wilmington, MA

Set up Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm
Coordinator: Fay Chin 978-657-7913
Layout size 30' x 44'

December 5th & 6th Hub Division Train Show. Royal Plaza Trade Center, Marlboro, MA

Set up Sat 7:30am - Show Sat 10am to 5pm - Sun 10am to 4pm
NE Ntrak participation not finalized) Volunteer Coordinator needed. No Volunteer No Show so step up please!!!!

Jan 29th-31st 2010 Winterfest, Springfield, MA Amherst Railway Society - Big Railroad Hobby Show

Big "E" Exposition Center, West Springfield, MA
Set-up Fri noon to 5pm & Sat 7am
Show Sat 9am to 5pm - Sun 10am to 5pm
Layout Coordinator: Dan Pawling Jr., 617-244-5261
Winterfest Coordinator: Bob Pawlak - 781-862-2485

Feb 13th & 14th 2010 National Heritage Museum Lexington, MA

Set up Sat 7:30am - Show Sat 10am to 5am - Sun noon to 5pm
Coordinator: Bob Pawlak - 781-862-2485

March 27-28, 2010 Greenburg Show, Shriners Auditorium, Wilmington, MA

Set up Sat 7:30am - Show Sat 10am to 4pm - Sun 10am to 4pm
Coordinator: Fay Chin 978-657-7913
Web Site: www.GreenbertShows.com

April ??,2010 Billerica Train Show (LINER LAYOUT NEW SHOW)

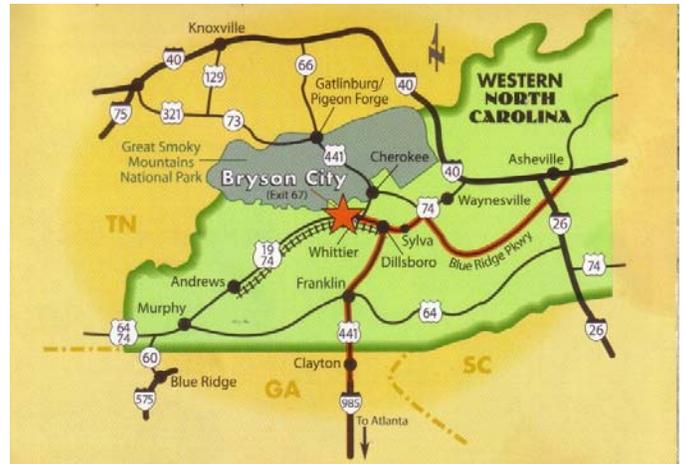
Set-up 8am - Show 10am to 4pm (Information pending)

April ??, 2010 Hooksett Lions Club, Cawley Middle School, Hooksett, NH

Set-up 8am - Show 10am to 4pm (Information pending)

Show Dates **Subject to Change**...Check Newsletters for Updates. Please check schedule for errors and send up dates to Roland at northeastntrak@msn.com Thanks for your help.

Great Smoky Mountains Railroad by Fred Clow



The next time you are looking for a place to go and ride a train, maybe you should consider the Smoky Mountains area. Was just there with my sister and her friend and knew that Roland would like pictures and a little info on the railroad I visited while there.



Above is one of there engines doing some switching at Bryson City. This is a major station for them. They have four classes of seating. Standard, Crown Coach, Adult Club Car and Family Class Club Car. They do dinner trains and you can even get a cab ride in a Diesel/Electric Locomotive. On the next page is a picture I took of the train at the station in Bryson City. Not being a real train fan I pasted on the chance to ride up front.



It started out at the Murphy Branch of the Western North Carolina Railroad and delivered thousands of mountaineers from the wilderness of their landlocked hills in 1891. By the turn of the 20th century railroads were booming in western North Carolina they were operating as many as four trains a day from Asheville to Murphy.

If you are in the area stop by and enjoy the train ride through the mountains.



Pictured above and below are pictures of the steam engine taken at Dollywood by Fred Clow. No that is not him in the engine.

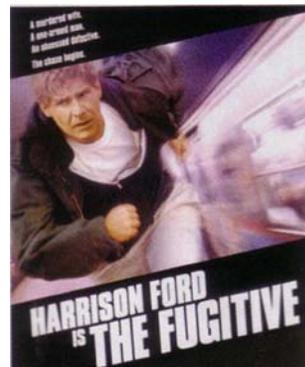


The Making of a Train Wreck **From "All Aboard"** **"The Great Smoky Mountains Railroad"**

Do you remember the movie "The Fugitive"? Well here is the story behind the train wreck.

"One of the most colossal train wrecks in motion picture history took place right here in Dillsboro during the filming of The Fugitive, starring Harrison Ford and Tommy Lee Jones."

"The scene unfolds when a prison bus carrying Richard



Kimbel (Harrison Ford) runs off the road and lands on the path of a diesel locomotive heading right for him at full throttle."

"Once the producers and director decided that nothing less than an actual train wreck would do, they contacted the Great Smoky Mountains Railroad to make it happen."

"The 60-second train wreck scene took 10 weeks to plan, four days to shoot and only one take to make it happen."

"To stage a convincing wreck, a separate set of tracks were laid next to the existing tracks to keep the seemingly derailed train going in the right direction. The new tracks were covered with dirt to complete the illusion. Sixteen cameras were used to capture the action as the 650,000 lb train crashed into the bus, pushing it more than 400 feet before coming to a stop. When shooting ended and the dust cleared, on camera was embedded under 26 feet of dirt and took eight hours to unearth."

"The remains of the diesel locomotive used in the wreck can still be seen along the Great Smoky Mountains Railroad's Tuckasegee River Excursion, just two miles from Dillsboro."

Just another reason you might want to go for a ride on the Great Smoky Mountains Railroad.

